

DIXIE TRANSPORTATION ADVISORY COMMITTEE
Meeting Minutes
September 1, 2010
Five County Association of Governments
Conference Room
St. George, UT

PRESENT

Dave Glenn, Ivins City, Public Works Director, Chair
Mike Shaw, Washington City, Public Works Director
Monty Thurber, St. George City, City Engineer
Steve Call, FHWA, Planning Engineer
Todd Edwards for Ron Whitehead, Washington County, Public Works Director
Rick Torgerson, UDOT, Region Four Program Manager
Ross Romero, Washington City
Arthur LeBaron, Hurricane City Engineer
Kenneth Sizemore, Executive Director, Five County AOG
Myron Lee, MPO Planning Manager
Diane Lamoreaux, Program Specialist, Five County AOG
Ryan Marshall, St. George City, General Manager SunTran
Kyle Gubler, LaVerkin City
Ray Justice, LaVerkin City/ZC3
Tom Dansie, Springdale Town
Chad Worthen, Resource Systems Group, Inc. (RSG)
Bruce Fishburn, Stanley Consultants
Bob Lamoreaux, Stanley Consultants
Rick Snyder Sunrise Engineering
Walt Steinvorth, UDOT Planning
Dana Meier, UDOT, Dixie Team
Monte Aldridge, UDOT
Kirk Scott, Zion Parks Transportation, Shuttle

ABSENT

Jack Taylor, Santa Clara City, Public Works Director, Vice-Chair
Cameron Cutler, St. George City, Traffic Engineer
Larry Bulloch, St. George City, Public Works Director
Elden Bingham, UDOT Planning
Kelly Lund, FHWA, Planning Engineer
Curt Hutchings, MPO, Transportation Manager, FCAOG (Excused)
Lynne Scott, BLM/Dixie Regional Bike and Pedestrian Committee
Chuck Gillette, Ivins City Engineer

Dave Glenn, Chair, called the meeting to order and welcomed those in attendance. He noted that a quorum was not present and proceeded to agenda item #3-C presentation by Chad Worthen, Resource Systems Group, Inc. (RSG).

3. LONG RANGE PLANNING

- C. CUBE Model Conversion Process Update:** Chad Worthen provided a presentation outlining the 2008-2040 Socioeconomic Forecast for the Dixie MPO and Washington County. He explained that the MPO will be moving from the

existing QRS II model to the CUBE platform. Because the Dixie MPO is in the process of updating their long range plan and UDOT has several environmental studies under way, it is important to establish a more formal socioeconomic updating process. Updating the travel demand model will provide consistency, transparency and better handle policy decisions. This model will better handle questions such as High Occupancy Vehicle (HOV) lanes and various other specific items. Updating the socioeconomic data includes several elements: **1) County Socioeconomic Trends--** Determined from county population and employment for the MPO/RPO portion versus balance of county; **2) Historical Development Patterns--** Staff has reviewed county historical data from 1980 as well as Office of Planning and Budget (OPB) forecasted growth. Growth has been a steady trend that is forecasted to continue in the future; **3) Establishing 'Base Year' Socioeconomic Data for Travel Model--** The base year for this model is 2008; **4) Obtaining Local Involvement--** This will require a lot of work over the next several months gathering local input to reach various benchmarks.

A chart was reviewed depicting the Washington County population trends from 1880 to present as well as projections to 2040. The population doubled from 1980 to 2000, between 2001 to 2020 it is forecasted to triple again and then double to 2040. The slight dip in 2010 represents the current downturn in the economy, which occurs about every ten years. The forecasted trend from OPB comes more from historical trends before the current economic bump. This may result in data that will be input into the traffic model being somewhat aggressive. The last county population projections from OPB were done in 2008, but the 2012 projections will account for the downturn and should decrease to 2040. It is anticipated that 92% of the population in Washington County will occur in urban areas which include St. George and Washington, Ivins and Santa Clara, Hurricane and the Leeds, Toquerville, LaVerkin and Virgin area. Assumptions for 2020 and 2040 could shift with local involvement as this chart depicts historical trends.

Employment follows the same trend as population quadrupling between 1980 to 2000, tripling between 2000-2020 and then doubling between 2020-2040.

A chart outlining Washington County development history provides images in animation beginning in 1880 to 2010. The rings around areas represent three mile points. There was not a lot of growth through 1970, but in 1970 things began to change with a high growth trend. Much of this growth was in the St. George area core with not much sprawling out. The same trend was true for the Hurricane area core with growth in the zero to three mile range. Most of the growth was confined to urbanized cores and inside cities. The animation depicts the number of residential units that came on each year, with a clear leveling off pattern. Much of this information was gathered from 2008 traffic demand model data. Residential households and population data was obtained from Census data and the Office of Planning and Budget. Employment information was obtained from the Department of Workforce Services 2009 unemployment insurance data set. The current trend in St. George is spreading out further away from the city core. The trend in Hurricane is toward filling available land near the City and to a lesser degree spreading to outlying areas.

The next chart provided a comparison of local areas with what is happening on the Wasatch Front. Mr. Worthen explained that densities fall in line with what you would expect in terms of households and developable acres. It was assumed that there are 8.5 households per developable acre for St. George. This was based from land use but mainly off parcel data. Local review is critical for this piece in order to obtain a good data set with more solid numbers. The 2008 base year employment density shows that St. George had higher employment density than Orem or Sandy in 2008. Most of the jobs are located in St. George.

A map depicting residential land consumed was developed utilizing information from current general plans to determine where development is planned and to what extent. This chart does not include land that is undevelopable. The best data available was utilized to guide this process. Local input will be able to provide areas that are not suitable for development due to soil conditions or other geologic factors. It is very important that local input is provided.

Mr. Worthen outlined the next steps as follows: **1) Develop Draft 2008-2040 Socioeconomic Projections--** RSG will complete draft projections for presentation; **2) Local Agency Review--** The draft will be presented to local jurisdictions over the next few weeks to obtain their reactions and input; **3) Incorporate Local Comments and/or Suggestions and Prepare Final Draft of Socioeconomic Forecast--** Updated information will be presented at the next DTAC meeting; and **4) Approval/Adoption by Policy Board--** Approval of DTAC will be obtained and forwarded to the DMPO Executive Council for approval. Information will also be presented to the Washington County Council on Governments. He noted that their office will utilize "Go to Meetings" to accomplish these meetings and to save on staff travel time. Myron Lee offered to facilitate scheduling the meetings. Committee members indicated that they would coordinate with Myron to provide council meeting dates and scheduling. Mr. Worthen indicated that local knowledge, sharing general plan information and zoning ordinance maps will be very helpful in this process.

1. MINUTES AUGUST 4, 2010 MEETING

Dave Glenn noted that a quorum was present for conduct of business and presented minutes of the August 4, 2010 DTAC meeting for committee consideration.

MOTION WAS MADE BY TODD EDWARDS, SECONDED BY MONTY THURBER, TO ACCEPT MINUTES OF THE AUGUST 4, 2010 MEETING AS PRESENTED. MOTION CARRIED.

2. SHORT RANGE PLANNING

A. FUNCTIONAL CLASSIFICATION CHANGES: Myron Lee reported that jurisdictions need to submit any recommended functional road classification changes to UDOT within the next two weeks. Monty Thurber responded that St. George City has a few recommended changes for submission and indicated that he would make a list for Myron. The deadline for submission is Friday, September 15, 2010. Todd Edwards indicated that Washington County has already submitted this

to UDOT. It was noted that Jack Taylor, Santa Clara City, previously mentioned a change recommendation for Pioneer Parkway which is currently a collector. Myron indicated that he would send out an e-mail in this regard to committee members.

- B. **CLEAN AIR SUMMIT:** Myron Lee announced that the Clean Air Summit is scheduled for September 9, 2010 in the Dixie College Health Building. Specific information will be provided via e-mail.

3. **LONG RANGE PLANNING**

- A. **LONG RANGE PLAN REVISIONS (Local Government Assignments:** No information provided.

- B. **PROJECT PRIORITIES ON THE LONG RANGE PLAN:** Myron Lee provided copies of the long range plan project list which incorporates comments from the previous DTAC meeting. This is the latest iteration of the project phasing sheet. The right hand side of the handout provides funding assumptions and funding needs. It was pointed out that \$90 million dollars in Phase I has not been used. This would allow projects to move from Phase II to Phase I. Projects can also be moved from Phase III to Phase II and new projects populated into Phase III. Staff is much more comfortable with estimated project costs utilizing a 4% inflation rate.

Monty Thurber mentioned that additional cameras on I-15 and the Southern Parkway will require that the Traffic Control Center move from Phase II to Phase I to allow for expansion of the current facility within the next five years. Myron pointed out that projects are not listed in order or priority on the list and this group has declined to prioritize projects in the past. Todd Edwards wondered if any of the Southern Parkway projects need to be moved into Phase I. Mike Shaw indicated that Washington Fields Road could move into Phase I projects. Arthur LeBaron asked about Purgatory Road which straddles the boundary between Hurricane and Washington City. Mike Shaw indicated that the concept report for this road was submitted last year and it should be added to the list. It was determined by the group to add Purgatory Road (Washington Dam Road to SR-9) to Phase II but this could shift as the CUBE model comes on line. It was noted that this is inside the MPO planning area which goes to the city boundary. Mike Shaw pointed out that several projects included in the funded projects that are highlighted in yellow do not actually have any funding. Myron was under the impression that these projects were included in the ARRA funded projects. However, these projects were submitted for potential second round ARRA funds, but no additional funds were provided. All four of these projects need to be moved to Phase I which will utilize available funding. Rick Torgerson mentioned that feasibility studies for some of the corridors listed in Phase II and Phase III may need to be a consideration. This is especially important for larger type projects. The group determined that Phase II should contain a Northern Corridor Feasibility Study. The Great Northern Corridor listed in Phase III should actually be the Northern Corridor. Todd Edwards noted that no requests for corridor preservation funds have been submitted and there is approximately \$1.2 million dollars available. Ken Sizemore pointed out that the policy direction from the COG is to initially let the fund build up to provide a substantial amount of money for corridor preservation. Dana Meier indicated that priorities need to be identified and there must also be a willing seller. Dave Glenn

noted that Ivins City does have a project on the TIP that will be designed in the near future and there will be some right-of-way involved.

4. TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

- A. DIXIE TIP 2011-15 OFFICIAL CERTIFICATION:** Myron Lee provided copies of an official certification resolution for committee consideration. This is part of the self-certification in the STIP/TIP process which needs to be passed by DTAC and recommended to DTEC for adoption. The adoption dates and progress of the MPO over the past several years have been updated. DTEC will consider adoption of the resolution on September 22, 2010. Rick Torgerson indicated that Section 2C needs to be updated to reflect the CUBE model. Ken Sizemore pointed out that there are a number of typographical errors in the document that will also be corrected.

In conjunction with this, copies of the Draft MPO TIP, including the Transit TIP table, were provided for information purposes. Ms. Lamoreaux pointed out that minor corrections that have been made on projects breaking out other funding from MPO funds. There is no funding tied to Concept Development (CD) for Old Highway 91, Swiss Village Santa Clara to 200 East Ivins; East Dixie Drive widening; Dixie Drive widening; and Riverside Drive widening. These funds were included to reflect total project costs. As per previous approval, funds totaling \$107,262 were also transferred from PIN 6631, MPO Model Validation to PIN 8563, DMPO Origin Destination Study. Ryan Marshall, SunTran, pointed out corrections to the Transit TIP. At the bottom of the table 5310 funds are listed, but SunTran does not receive any 5310 funds. He asked that the Operating Assistance line item be listed under 5307. In addition, replacement bus funds listed in 5309 will actually be used for the transit facility. Therefore, this information needs to be included in this line item as well as copied and listed in 5307. Replacement buses can then be purchased out of 5307 funds which are available. It was noted that approval of the certification resolution should include Transit TIP revisions as per Ryan's instructions today.

MOTION WAS MADE BY MIKE SHAW, SECONDED BY TODD EDWARDS, TO AUTHORIZE THE CHAIR'S SIGNATURE AS WELL AS THE MPO TRANSPORTATION PLANNING MANAGER AND FIVE COUNTY AOG EXECUTIVE DIRECTOR'S SIGNATURES ON THE OFFICIAL CERTIFICATION RESOLUTION, INCLUDING TRANSIT TIP CORRECTIONS OUTLINED ABOVE, AND TO FORWARD THE RESOLUTION TO DTEC FOR FORMAL ACTION. MOTION CARRIED.

5. STATE AND FEDERAL ACTIONS

- A. PROGRAM DEVELOPMENT - UDOT:** Dana Meier reported that UDOT is working on some issues with the Army Corps of Engineers regarding washes on the Southern Parkway. These issues may delay advertisement packages for some portions of the project. Some changes were recently made in the alignment of the Parkway in Segment 3A-1 which will save on right-of-way costs.

The Dixie Drive project has unearthed human remains for the second time. The remains found about a month ago were 1000 years old indicating that they are

Native American. It appears that this may have been some type of burial site. UDOT is moving forward with some of the archaeological research in the area and is hoping to clear the entire site which is located on the east side of the freeway. The Dixie Team is struggling to get the project back into budget and keep the project on schedule for completion the first part of 2012. Right-of-way costs for this project have increased from \$6 million to \$11.3 million and UDOT did not anticipate having to do so much scour protection on the Santa Clara River.

Mike Shaw reported that the Washington City Virgin River Bridge project is on schedule. The project runs north to Telegraph. The 60% review of plans for the Telegraph Street project has been completed and work is continuing on right-of-way issues for that project.

B. FEDERAL OVERSIGHT: None.

6. ITEMS FOR NEXT MEETING

RSG will provide updated information at the next DTAC meeting. The next meeting is scheduled for Wednesday, October 6, 2010 at the Five County AOG office beginning at 1:00 p.m.

**MOTION WAS MADE BY MIKE SHAW, SECONDED BY TODD EDWARDS, TO ADJOURN.
MOTION CARRIED**

Meeting adjourned at 2:30 p.m.